

TRANSPORTATION and INFRASTRUCTURE

U.S. Rep. Peter DeFazio has served on the House Transportation and Infrastructure Committee since he came to Congress in 1987, and has established a reputation as a leader on transportation issues.

DeFazio has been a leader on coastal and maritime issues. He represents Oregon's Fourth Congressional District, which includes the Pacific coast from Florence in the north, south through Brookings to the California Border. DeFazio served as Ranking Democrat on the House Coast Guard and Maritime Transportation Subcommittee in the 106th Congress. Since early in his career, DeFazio has worked against the efforts of Republican and Democratic administrations to reduce Coast Guard coverage along Oregon's south coast. Following the grounding of the New Carissa, DeFazio penned legislation to enhance the Coast Guard's authority to regulate and control foreign flagged vessels in U.S. waters. Several provisions from his legislation became part of the Maritime Transportation Antiterrorism Act of 2002, legislation to improve maritime security in response to the 9/11 terrorist attacks.

DeFazio has also been successful in restoring vital dredging funding slashed by both Republican and Democratic presidents. In addition, DeFazio has fought efforts to restrict use of the Army Corps of Engineers' Hopper Dredges, YAQUINA and ESSAYONS.

In the 107th Congress, DeFazio served as the Ranking Democrat on the House Water Resources and Environment Subcommittee. There, DeFazio co-authored bipartisan legislation to help local governments rebuild and improve aging water and sewer systems to meet federal mandates. Similar legislation has been reintroduced in this Congress and is still pending. He is also a founding member of the Water Infrastructure Caucus.

"DeFazio helps secure Siuslaw Coast Guard Station upgrade"
Siuslaw News, 4/24/04

"Congress recently restored the [dredging] money after intensive badgering by Rep. Peter DeFazio."
The Register-Guard, 2/2003

"DeFazio, who has battled incessantly for dredging funds for small coastal ports... DeFazio knows that keeping the Rogue's channel clear of sediment for navigational purposes is crucial to our community."
Curry County Reporter, 7/23/03

"DeFazio seeks matching funds for *our* infrastructure [to match what President Bush has proposed spending in Iraq]"
Daily Courier, 10/15/03

“DeFazio is once again leading the charge to restore dredging funds for shallow-draft channels on the south coast.”

Curry County Reporter, 4/15/02

“Congressman DeFazio deserves much of the credit for making sure funding for the rail bridge was included in TEA-21”

Koos News, 4/12/02

“[DeFazio] has used his seniority and clout to deliver funding for a long list of 4th District projects...”

Register-Guard, 10/7/00

“As a senior member... [DeFazio] is able to bring home the bacon for Oregon in the form of federal funding for highway projects, bridges, bicycle paths, ports and shipping channel improvements, and for environmental restoration and salmon recovery.”

Register-Guard, 4/29/99

In the 108th Congress (2003-2004):

▸ **DeFazio's first priority in the 108th Congress has been to boost the Oregon and U. S. economies and put Americans back to work. The first bill he introduced, H.R. 396,** which was introduced on January 28, 2003, **was an economic stimulus measure that** exempted the first \$10,000 in income from the Social Security payroll tax; extended unemployment assistance; provided \$50 billion in direct aid to state and local governments for infrastructure and social services; **and invested another \$50 billion to repair our nation's crumbling infrastructure.** To avoid increasing the federal budget deficit, the cost of DeFazio's economic stimulus legislation was covered by freezing the 2001-2003 tax cuts received by those earning more than \$311,000 a year. Independent experts, including the Congressional Budget Office, analysts at Economy.Com, and Nobel Prize winning economist Joseph Stiglitz reported that infrastructure investment, aid to states, and tax cuts targeted at those most in need would do more to boost the economy than the tax cuts advocated by President Bush.

▸ As a senior member of the House Transportation and Infrastructure Committee, **DeFazio obtained \$65 million worth of projects for Southwest Oregon in H.R. 3550, the Transportation Reauthorization legislation known as TEA-LU.** This legislation was approved by the House on April 2, 2004. DeFazio is a member of the conference committee currently meeting to resolve the differences between the House and Senate-passed versions of the bill. The following is a summary of the project funding DeFazio secured:

BENTON COUNTY

Highway 34 (Safety Improvements): Corvallis, Oregon (\$2,100,000)

Funds will be used to make safety improvements to the intersection of State Hwy. 34 and the Corvallis Bypass, OR 34/U.S. 20. Hwy. 34 is a key route for the movement of people and freight between the mid-Willamette Valley and the Oregon coast. It also provides access to Oregon State University and local businesses.

City of Corvallis, Bus Replacement: Corvallis, Oregon (\$1,240,000)

Funds will be used to replace current transit vehicles with new vehicles that are safer and more environmentally friendly. Replacement vehicles are expected to attract increased transit ridership and move more people out of their cars and on to public transit.

COOS COUNTY

North Bend Waterfront District Bike/Pedestrian Project: North Bend, Oregon (\$600,000)

The North Bend Downtown Waterfront District project is focused on the rehabilitation and diversification of the waterfront area from the U.S. Hwy. 101 central business district down to the "Old City Dock" along Harbor Avenue in order to promote economic development and tourism. As part of the overall project, this funding will be used to increase pedestrian and bicycle access to the waterfront itself.

City of Powers Bike/Pedestrian Project: Powers, Oregon (\$440,000)

State Highway 242 is currently without an adequate bicycle/pedestrian path. Children walking to school, residents walking to town and visitors from the County Park must walk on an unimproved path next to State Highway 242. This path is narrow and forces people to walk along the edge of the highway at many points. Funds will be used to construct a bicycle/pedestrian path from the U.S. Forest Service Station to the Coos County Park south to the Coquille River Bridge in order to provide a safe route to school, town, museums and the Health Loop or Glendale Bike route.

North Bank Lane/Randolph Road: Coos County, Oregon (\$4,200,000)

Funds will be used to make improvements to the Bandon-Charleston State Scenic Tour on Randolph Road and North Bank Lane by improving the paving, striping and widening the shoulders to make them safe for bicycling. To prevent flooding from tidal action along the Coquille River and the bridge over Fahys Creek, a portion of the road will be raised and replaced. The goal of the project is to address infrastructure needs and provide better access to the Bandon Marsh Wildlife Refuge, which will enhance recreational opportunities for local residents and tourists.

CURRY COUNTY

Agness Road: Agness, Oregon (\$1,000,000)

Agness Road (FDR 33) is a U.S. Forest Service Road that is also a National Scenic Byway. This road provides an important transportation link between two counties and is the primary access route for the community of Agness. Unfortunately, the road has numerous unstable areas due to ground water, poor soil and deteriorated culverts. Funding will be used for improvements which will help provide a safe, maintainable asphalt road for the communities of Gold Beach and Agness that will reduce resource damage and sedimentation.

Rogue River Bike/Pedestrian Path: Curry County, Oregon (\$600,000)

This project will build eight miles of designated shoulder bicycle/pedestrian path on both sides of Jerry's Flat Road from U.S. Highway 101 beginning at the Patterson Bridge Interpretative Park in Gold Beach, Oregon, 10 miles up the Scenic Rogue River Route to the Lobster Creek Campground. Approximately two miles of bikeway already exist between milepost 3 and 5 on Jerry's Flat Road. Funding will be used for preliminary engineering, site preparation and paving. This path will provide a safe route for local users and visitors to the Rogue River Scenic Area and back to Gold Beach.

Hwy. 101 Turn Lanes: Gold Beach, Oregon (\$200,000)

The City of Gold Beach received a \$250,000 low interest loan from USDA to develop a Visitor Center at South Beach Park. As part of this project, a new turn lane will be needed on U.S. Hwy. 101 to ease congestion and improve access to the Visitor Center. Funds will be used to construct a turn lane on Hwy. 101 into the Visitor Center, which will run from the Center south to the Hunter Creek Turn-off.

DOUGLAS COUNTY

Weaver Road Interchange: Douglas County, Oregon (\$16,259,000)

Construction of the Weaver Road Bridge and interchange improvements will provide a safe connection between Interstate 5 and the City of Myrtle Creek, Oregon. The current I-5 exit providing access to Myrtle Creek, Exit 108, is located on the only 45 mile per hour curve on I-5 between the Mexican and Canadian Border. The exit cannot be simply re-aligned due to its location between the South Umpqua River and a hillside rising over 1,000 feet. The Oregon Department of Transportation has reviewed many designs to re-align this exit, but they all eliminate the exit ramps to Myrtle Creek.

Construction of the Weaver Road Bridge would allow the use of an existing interchange at Exit 106 as the connection for the City of Myrtle Creek. After this project is complete, ODOT would have the ability to re-align Exit 108 and greatly improve safety on this section of interstate highway. This project will construct a new

bridge over the South Umpqua River and widen the existing structure over I-5 to three lanes.

JOSEPHINE COUNTY

Highway 199, Laurel Road Junction Upgrade: Cave Junction, Oregon (\$2 million)

This project will construct a southbound left turn lane on U.S. 199 in Josephine County, Oregon. The Redwood Highway, U.S. 199, is a major tourist and economic link between the southern Oregon and northern California coastal communities and the interior valleys and Interstate 5. It is also used as a freight route. This project seeks to improve the operational efficiency of U.S. 199 at Laurel Road. Based on traffic analysis a southbound left turn lane will improve the operation and safety of the intersection.

U.S. Highway 199 Passing Lanes: Josephine County, Oregon (\$900,000)

Analysis done in 2000 by the Oregon Department of Transportation found that new passing lanes are needed on U.S. 199 between Grants Pass, Oregon, and the California border. Adding passing lanes would improve safety and help reduce accidents. Funds will be used to construct passing lanes between mileposts 10.0 and 11.0 and mileposts 21.0 and 22.0 on U.S. 199 in Josephine County.

Josephine Community Transit District, Vehicle Replacement (\$171,000)

Josephine Community Transit assumed responsibility for public transportation in this rural county in July 2000. The system has grown substantially from that time increasing from less than 700 riders per month to the current 3,000 per month. Vehicles currently in use were vehicles previously used for special transportation. These vehicles are aging, and have high mileage. Funds will be used to replace three vehicles, which will ensure dependable transportation for the high number of unemployed in Josephine County and students at Rogue Community College who depend on public transportation.

LANE COUNTY

I-5 Beltline Interchange Construction: Springfield, Oregon (\$15,000,000)

The Interstate 5/Beltline Interchange was constructed in 1968 when land uses in the area were primarily rural. Beltline Road crossed the interchange and stopped at Gateway street, which was a two-lane road with gravel shoulders. Today, the I-5/Beltline Road interchange is a major entryway from I-5 into the Eugene/Springfield metropolitan area. The interchange serves a local and regional transportation function on the I-5 corridor for the movement of goods and services. TEA-21 included \$3,000,000 for the environmental assessment and preliminary engineering for this

interchange reconstruction. There is state and local agreement on the preferred alternative and local environmental work is complete. Funds will be used to help complete construction of the project.

Courthouse Transportation Improvements: Eugene, Oregon (\$6,000,000)

In 2001, the General Services Administration selected the former Agripac Cannery property in downtown Eugene as the site for a new federal courthouse. This area of Eugene, with its aging industrial structures and underutilized land between the core of downtown and the Willamette River, was seen as a key redevelopment opportunity. Currently, this area is isolated from downtown by a large volume of traffic, representing both local trips to downtown and through traffic on Highway 99. Unbraiding this traffic by providing new transportation routes and pedestrian crossings has been a key to the city's urban design plan for this area. Funds will be used to make various improvements to Sixth Avenue (Highway 99) from High to Broadway; 8th Street from Mill to Hilyard; Broadway from Mill to Hilyard; and Ferry from Broadway to 6th Street (Highway 99).

South Bank Trail Extension: Eugene, Oregon (\$1,920,000)

The South Bank Trail extension will provide a much needed link in Eugene's riverbank bicycle and pedestrian trail system. It would run along the south bank of the Willamette River and would provide safe and convenient connections between the Autzen Footbridge and the Knickerbocker Bicycle Bridge, increasing access to the University of Oregon campus, downtown Eugene and Springfield. Currently, cyclists and pedestrians must rely on a confusing on-street system to travel between the Autzen Footbridge and Knickerbocker Bridge or to access the 12 mile long riverbank trail system from the east university neighborhood. Funds will be used to close this missing link to the riverbank trail system, which acts as a nucleus to the entire metropolitan bikeways system.

Highway 99 Turn Lane: Cottage Grove, Oregon (\$90,000)

The Oregon Department of Transportation has planned a base project that will reconstruct the southbound Interstate 5 Exit 174 interchange with Gateway Boulevard. Improvements include the addition of several traffic lanes along with new traffic signals. This money will allow the addition of a northbound, right-only turn lane on Gateway Boulevard that will complete the interchange improvements and improve safety at the newly redesigned intersection.

Lane Transit District, BRT Buses (\$4,000,000)

Funds will be used to purchase new buses for Lane Transit District's Bus Rapid Transit service.

LINN COUNTY

Highway 20 Slide Study: Sweet Home, Oregon (\$1,000,000)

U.S. Highway 20 switches from pavement to gravel for a short stretch, east of Sweet Home, Oregon. Due to repeated slide activity on this stretch of highway, the Oregon Department of Transportation has decided to leave this portion of the highway unpaved until further study can be done to determine how best to repair and maintain this portion of roadway. As the mid-valley's most direct link to the Cascade mountains and Central Oregon, U.S. Highway 20 is a heavily used road that should not be left unpaved. Funds will be used to complete a study of this stretch of road and determine how it can be repaired in the future.

Albany Trestle Bridge: Albany, Oregon (\$6,000,000)

This wooden trestle bridge was constructed in 1926 and the piling is old and in poor condition. This is a strategic bridge as all of the traffic generated on the west side of the valley between Newberg and Monroe, Oregon, must pass over it. Greater than 50,000 carloads annually move over this structure, the equivalent of more than 144,000 truckloads. This includes the Georgia-Pacific paper mill at Toledo, Cascade Steel mill at McMinnville, SP Newsprint at Newberg, Hampton Lumber at Willamina, and Weyerhaeuser Lumber at Dallas. These industries employ 1,800 individuals and contribute \$90,000,000 in annual payroll to the local economy. Funds will be used to carry out this project, which will be matched by Portland and Western Railroad, the shortline railroad that owns and operates these tracks.

Albany Multimodal Facility, Transit Office Space: Albany, Oregon (\$880,000)

This project is part of the plan for the Albany Multimodal Facility in Albany, Oregon. Funds will be used to rehabilitate the existing Rail Express Agency building at the Multimodal Facility and convert it to office space for the local transit system. Providing office space at the transit system's primary transfer station will improve efficiency of the transit system by allowing increased flexibility in the design of bus routes and schedules. It will also provide for improved communication and coordination with the other transportation services based at the site including Amtrak and Greyhound.

Albany Multimodal Facility, Pedestrian Path (\$400,000)

Funds will be used to construct a pathway from the Albany Multimodal Facility under the Pacific Boulevard overpass to Swanson Park and the neighborhood beyond. This project, which is part of the larger multimodal facility project, will improve pedestrian access to the facility.

- ▶ In a continuing effort to put Americans to work and repair our crumbling infrastructure,

DeFazio coauthored H.R. 1738, the American Parity Act, which was introduced on April 10, 2003. This legislation requires that every dollar spent on infrastructure and social services in Iraq be matched by a dollar spent on infrastructure and social services in the United States. Matching the Bush estimates for rebuilding Iraq, the American Parity Act would provide \$25 billion or more for road and bridge repairs, school construction, energy and water infrastructure, education, health care, and other critical needs in Oregon and around the country. This investment could create more than one million living wage jobs. The bill currently has 106 cosponsors.

▸ DeFazio again took a leading role in fighting to restore dredging funding for small ports. Dredging is critical for public safety and economic vitality of coastal towns. While President Bush zeroed out funding in the budget he submitted to Congress, DeFazio was able to get funding restored in H.R. 4614, the fiscal year 2005 Energy and Water appropriations act as approved by the House on June 25, 2004. The Senate has not yet acted on the measure. DeFazio secured \$518,000 for the Port of Brookings Harbor; \$263,000 for the Port of Bandon; \$350,000 for the Port of Port Orford; \$350,000 for the Port of Gold Beach; \$250,000 for the Port of Siuslaw; and \$450,000 for the Port of Umqua. DeFazio also helped to increase funding for the Port of Coos Bay to \$6.5 million, \$737,000 more than requested by President Bush.

This funding is in addition to the dredging money included last year in H.R. 2673, the fiscal year 2004 Consolidated Appropriations Act, at the request of DeFazio. H.R. 2673 was signed into law on January 23, 2004. In the Energy and Water portion of H.R. 2673, **DeFazio secured \$350,000 for Brookings Harbor; \$300,000 for the Port of Bandon; \$250,000 for the Port of Port Orford; \$400,000 for the Port of Gold Beach; \$425,000 for the Port of Umpqua; and \$150,000 for the Port of Siuslaw.**

▸ In July 2002 a depression was observed along the downstream face of Fern Ridge dam and increased seepage was also observed. Closer examination of the dam indicated that the pipes in the dam's embankment drainage system are corroding and the system is failing. In response to this need for repair, DeFazio secured \$1.5 million in H.R. 2673 (fiscal year 2004) to make improvements at Fern Ridge Dam and an additional \$1.1 million in the fiscal year 2005 Energy and Water Appropriations Act (H. R. 4614) for the maintenance and rehabilitation of Fern Ridge Dam. H.R. 4614 was approved by the House on June 25, 2004. It is awaiting action in the Senate.

▸ DeFazio obtained \$250,000 in H.R. 4614 to help fund the City of Eugene's Delta Ponds restoration project. The program will restore to the Willamette Valley flood plain, aquatic habitat that was lost due to filling, flood control and development. The ponds will be connected to the Willamette River to establish a flood plain habitat, and improve water flow and water quality.

▸ \$150,000 for improvements to the City of Sweet Home's wastewater system was included at DeFazio's request in the fiscal year 2005 Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act. This legislation was

approved by the House Appropriations Committee on July 22, 2004. The full House has not yet considered the bill. Sweet Home's wastewater system is over 50 years old and in desperate need of repair. There are a number of serious collection system problems affecting the water quality of the Santiam River, which receives the discharge from the system. The city recently completed a comprehensive study of the system to determine what repairs need to be made. The city has increased sewer rates to cover some of the costs, but federal dollars are needed to supplement those funds.

▸ **DeFazio was also able to secure \$225,000 for the construction of a Seafood Processing Plant at the Port of Brookings Harbor in the House Appropriations Committee's version of the FY05 VA-HUD appropriations bill.** This fish processing plant is the final component of a major economic development initiative at the Port of Brookings Harbor. The new processing plant will fit nicely with the critical infrastructure that is already in place—a new fueling station and state-of-the-art cold storage facility. The facility will benefit Southern Oregon commercial fishermen, and will open new markets for both traditional and underdeveloped fish products. It will enhance the local economy and create much-needed jobs. The only fish processing facility on the Southern Oregon Coast closed two years ago. Since then, three processors have approached the Port about relocating to Brookings Harbor. With the construction of the processing plant, all the critical infrastructure will be in place.

Fiscal Year 2004 appropriations secured by DeFazio include:

▸ **DeFazio obtained \$1 million for the Springfield Millrace** in the Energy and Water section of H.R. 2673. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

▸ **DeFazio helped secure \$75,000 in H.R. 2673 for Lane County Public Health Facilities** to help expand and enhance its public health facilities to better respond to public health crises including acts of bioterrorism.

▸ **DeFazio secured \$6,750,000 in H.R. 2673 for the Lane Transit District.** The funding includes \$4 million for completion of Springfield Station in downtown Springfield, \$2 million for LTD's Bus Rapid Transit project Phase II and Phase III, and \$750,000 to expand the bus maintenance facility.

▸ **H.R. 2673 also included \$250,000 requested by DeFazio for the City of Corvallis** to replace aging buses used for public transportation.

▸ **DeFazio secured \$200,000 in H.R. 2673 for Job Access Reverse Commute funding for Jackson and Josephine Counties.** This funding will be used to develop transportation services for welfare recipients and low income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.

▸ **DeFazio secured \$75,000 in H.R. 2673 to help Douglas County develop and construct a Community Recreation Pavilion and Community Picnic Pavilion at the Marina RV**

Resort. This adds to the \$180,000 for this project that was included in the Fiscal Year 2003 Omnibus Appropriations bill.

▸ **H.R. 2673 included \$100,000 in community development funding inserted at the request of DeFazio to help complete the Wildish Community Theater in downtown Springfield.**

The new theater will provide arts groups with a small, affordable and attractive place to rehearsal and perform and will continue the revitalization of downtown Springfield.

▸ **DeFazio secured \$75,000 in community development funding in H.R. 2673 to help construct the Swanson Family Aquatic Center in Albany.** Funding will help replace the 61 year old Swanson Pool, whose closure in 1999 left the community without a public outdoor swimming facility.

▸ **DeFazio requested and received \$100,000 in H.R. 2673 to help construct the Albany-Millersburg Joint Water Project. This funding will be added to the \$450,000 secured in the Fiscal Year 2003 Omnibus Appropriations bill.** The Joint Water Project will create a new raw water intake, a pump station, pipelines to convey raw water to treatment, a new membrane filtration joint water treatment facility with storage, and transmission mains to transport finished water to each city. A new water source is critical for both Albany and Millersburg to ensure that their drinking water needs are adequately met now and in the future.

▸ In the Interior Department section of H.R. 2673, **DeFazio secured \$450,000 for rehabilitation work at Waldo Lake.**

▸ The City of Albany currently has 27 miles of old steel water lines that are leaking water and need to be replaced. Rep. DeFazio secured language in H.R. 2673 that will provide Albany with special consideration for grant funding through the USDA to help address this \$16 million dollar problem.

▸ **DeFazio was able to include several projects from the 4th Congressional District in the Water Resources Development Act of 2003, H.R. 2557. This legislation was approved by the House of Representatives on September 24, 2003, but it has not yet been considered in the Senate.** The following projects and proposals are included in H.R. 2557:

1. Language authorizing the establishment of a program to allow small businesses to receive compensation for losses due to the draw down conducted as part of the Willamette Temperature Control project in 2002.
2. Language authorizing a study of water resources along Sutherlin Creek to determine the feasibility of carrying out a project to restore and enhance aquatic resources. If the Secretary determines the project is feasible, \$2.5 million is authorized for the Corps to carry out the project.
3. Language requiring the Corps of Engineers to conduct a study to determine the

feasibility of undertaking ecosystem restoration and fish passage improvements on rivers throughout the State of Oregon. Up to \$5 million is authorized for the study and to carry out pilot projects in conjunction with this study.

4. Language requiring the Corps of Engineers to conduct a study to determine the feasibility of restoring the millrace in Eugene, Oregon. If restoration of the millrace is feasible, \$20 million is authorized to be appropriated.

5. Language authorizing the payment of \$2.5 million to the University of Oregon to cover the research and curation support previously provided to the Federal Government as a result of Corps projects in Oregon.

6. Language authorizing the conveyance of land to the Lowell School District.

7. A Sense of Congress that the Secretary of the Army should work to immediately remedy the situation at Fern Ridge Dam, due to the rapid deterioration of the dam.

8. Language requiring the Secretary of the Army to conduct a study on the appropriate use of the Federal hopper dredge fleet.

► **Thanks to pressure from Rep. DeFazio and others, including the Pacific Northwest Waterways Association, the Corps announced in September of 2003 that they would increase the number of days that the dredge Essayons is permitted to operate from 185 to 192 days per year for 2003 and future years.** The ability of the Essayons to work these additional days will help ensure that workday limitations do not prevent the Columbia River and Coos Bay channel from being dredged to their authorized depth.

► **After repeated requests from DeFazio, the Coast Guard announced in April of 2004 that it would upgrade the Siuslaw Coast Guard Station in Florence from a small station to its original status as an independent station.** Coast Guard Stations Umpqua River and Siuslaw River were consolidated in fiscal year 1996. As a result, of this consolidation, the Siuslaw Station lost personnel, as well as administrative and support functions which were transferred to the Umpqua River Station. Upgrading the Siuslaw Station's status will enhance the ability of the Coast Guard at the Siuslaw River to provide lifesaving resources for the local commercial fisherman, tourists and the community at large.

► **DeFazio is a cosponsor of H.R. 876, Local Railroad Rehabilitation and Investment Act of 2003.** This legislation provides a credit against income tax for expenditures for the maintenance of railroad tracks of Class II and Class III railroads.

► **DeFazio also cosponsored H.R. 1617, the National Rail Infrastructure Program Act.** This legislation directs the Secretary of Transportation to establish a National Rail Infrastructure Program to provide grants for projects addressing railroad infrastructure and systems deficiencies.

► **DeFazio was an original cosponsor of H.R. 2615, the Rebuild America Act of 2003.** This legislation 1) authorizes the creation of Amtrak bonds that would be used to finance a multiple year capital spending plan, 2) establishes a program of capital grants for the rehabilitation, preservation, or improvement of class II and III railroad track used primarily for freight transportation 3) authorizes appropriations for port security grants, and 4) requires EPA to assist States in establishing simplified and more flexible grants and loans for small water treatment works to obtain assistance.

► True Champ of Motorcyclists Rights Award, ABATE of Oregon, March 2004.

In the 107th Congress (2001-2002):

► **DeFazio played a role in the Maritime Transportation Antiterrorism Act of 2002, H.R. 3983,** which authorizes \$249 million in grants over three years for enhanced facility security at U.S. ports, and establishes a comprehensive national antiterrorism system supported by port vulnerability assessments conducted by the Coast Guard. **The bill included three provisions pushed by DeFazio** to require vessels that enter U.S. waters to give 96-hour notification before entering, be equipped with transponders, and create response plans for use in the event of a catastrophic emergency. **H.R. 3983 was approved by the House on June 4, 2002. H.R. 3983 was incorporated into S. 1214, the Port and Maritime Security Act of 2001, which was signed into law on November 25, 2002.**

► During the floor debate on H.R. 2299, the fiscal year 2002 Transportation Appropriations bill, **DeFazio successfully offered an amendment to provide \$720,000 to establish a toll-free airline consumer hotline at the Department of Transportation.** DOT currently compiles statistics and provides a report on customer complaints, but few airline passengers know how to contact the office to get help. This phone line will provide the traveling public and the airlines with a better measure of how well the airlines are providing customer service. **H.R. 2590 was signed into law on December 18, 2001.**

► **DeFazio is an original cosponsor of H.R. 3166, the “Rebuild America: Financing Infrastructure Renewal and Security for Transportation Act of 2001.” H.R. 3166 provides \$50 billion to improve the security of our rail, highway, transit, maritime, and aviation infrastructure.** By leveraging federal infrastructure investments, the ten-year cost to the U.S. Treasury is less than \$35 billion and it would create approximately 2.1 million jobs and \$105 billion in economic activity. DeFazio is also a cosponsor of H.R. 1020, the "Railroad Track Modernization Act of 2001, legislation to establish a grant program for the rehabilitation, preservation, or improvement of railroad track.

► **DeFazio co-authored legislation, H.R. 3930, the Water Quality Financing Act of 2002,** along with Representative John Duncan (R-TN). The bill authorizes \$20 billion over five years in federal grants to states for use in state revolving loan funds that **protect our nation’s water quality and provides needed assistance for wastewater infrastructure.** **H.R. 3930 was approved by the House Transportation and Infrastructure Committee on March 20,**

2002. The full House did not act on the measure.

- ▶ DeFazio is an original cosponsor of H.R. 2329, the “High-Speed Rail Investment Act,” legislation to provide \$12 billion over 10 years for the development of high-speed rail transportation in 12 regional corridors, including one in the Pacific Northwest.
- ▶ **DeFazio continued his efforts to maintain federal dredging of Northwest ports.** DeFazio coordinated letters from the Northwest delegation to the Army Corps of Engineers expressing the need to maintain the hopper dredges YAQUINA and ESSAYONS, which perform critical dredging in Northwest ports. Thanks in part to DeFazio's advocacy, the Army Corps has decided not to further decrease availability of the YAQUINA or ESSAYONS in the coming year.
- ▶ **DeFazio coordinated a letter to the House Appropriations Committee requesting full funding for dredging shallow draft channels and harbors in the fiscal year 2003 Corps of Engineers budget.** The budget submitted to Congress by President Bush eliminated funding for 150 ports across the country, including Bandon, Gold Beach, and Brookings. The Appropriations Committee responded to DeFazio's request and restored funding for Oregon ports in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Bill.
- ▶ Thanks in part to the continued support and advocacy of the program by DeFazio, the Coast Guard is beginning Phase II of its aviation parts bar coding project. The project permanently marks flight critical aircraft parts with bar code technology. This technology allows tracking of each aviation part through out its useful life, aids in inventory management, and most importantly prevents bogus parts from entering Coast Guard inventories. Phase I of the project began in 1998. Phase II began on July 17, 2002.
- ▶ **Secured \$2 million in H.R. 2590, the fiscal year 2002 Treasury, Postal Appropriations Act, for Lane Transit District (signed into law on November 12, 2001) and an additional \$2 million in H.J. Res. 2, the fiscal year 2003 Omnibus Appropriations Act, which was signed into law on February 20, 2003.**
- ▶ **DeFazio successfully pursued funding for additional transportation projects in H.J. Res. 2, including: \$220,000 for the City of Albany to replace one mass transit bus; and \$500,000 for the City of Eugene to make transportation improvements around the Wayne Morse Courthouse currently under construction.**
- ▶ **DeFazio successfully fought for the return of lifesaving capabilities to the Coast Guard's Siuslaw station in Florence after boat crews were removed following the September 11, 2001, terrorist attacks.** The removal of the boats had left the Siuslaw station without search and rescue capabilities. **DeFazio's advocacy led to the return of crews to the Siuslaw station on November 26, 2001.**
- ▶ **DeFazio helped win additional funding for the Coast Guard to ensure the continued operation of the seagoing buoy tender USCG COWSLIP.** The Coast Guard had planned to

retire the COWSLIP in 2001, two years before a replacement would be available. **DeFazio helped secure full funding of the Coast Guard's request in the Supplemental Appropriations bill that was folded into H.R. 3338, the fiscal year 2002 Defense Appropriations bill. H.R. 3338 was signed into law on January, 10, 2002.**

▸ **DeFazio worked with the Oregon Department of Transportation and the U.S. Department of Transportation to secure \$1 million to help fund an upgrade of the Sutherlin interchange on Interstate 5.** The road improvements are needed to accommodate traffic that would be created by the location of a car assembly plant being built by the Korean Company ATT R&D.

▸ DeFazio succeeded in getting the Oregon Department of Transportation to place signs reading "Oregon Beaches" at Exit 55 on I-5 in Grants Pass. This will help direct motorists to Brookings and other destinations on the South Coast, thus providing a needed tourism boost.

▸ **DeFazio successfully obtained funding for a number of additional projects in Southwest Oregon in H.J.Res 2, including:**

\$450,000 for the Albany/Millersburg Joint Water Project;

\$225,000 for the Eugene/Springfield Metropolitan Wastewater Commission

\$180,000 for the Sutherlin Watershed Management Plan

\$180,000 for the Douglas County Salmon Harbor Marina Public Pavilion

\$67,500 for the Oakridge Community Center

▸ **Secured language in H.R. 2330 giving the port of Brookings Harbor priority consideration for a rural business enterprise grant under the Rural Community Advancement Program.** Brookings Harbor needs funding for several projects it is working on to improve the port's infrastructure and expand opportunities for business at the port.

▸ **DeFazio drafted legislation, H.R. 5436, to extend the hydroelectric dam license granted to the City of Albany to begin renovation of a dam owned by the City. H.R. 5436 was signed into law on December 19, 2002.**

▸ DeFazio introduced legislation, H.R. 4601, with the support of the entire Oregon House delegation, to transfer a parcel of land owned by the Bureau of Land Management just south of the Umpqua River to Douglas County in order to improve access to the Oregon Dunes National Recreation Area.

▸ Received the City of Gold Beach Coup of the Year Award for "judiciously, prudently, and shrewdly pulling off the deal that has successfully saved the City of Gold Beach \$200,000." The award was in recognition for DeFazio's work on the Gold Beach bridge restoration

project.

In the 106th Congress (1999-2000)

- ▶ From his position as the top Democrat on the House Coast Guard and Maritime Transportation Subcommittee, DeFazio successfully pushed through an amendment he authored to H.R. 820, the 1999 Coast Guard Reauthorization Act to enhance the Coast Guard's authority to regulate and control foreign flagged vessels in U.S. waters. DeFazio's amendment was written to address concerns raised by the grounding, in early 1999, of the Panamanian flagged vessel, the *New Carissa*, off of Coos Bay. The legislation was approved by the House of Representatives on March 17, 1999.
- ▶ Successfully advocated for repairs to the historic Heceta Head Lighthouse to ensure its light, a major historic and scenic tourist attraction and a symbol of the Oregon coast, continues to operate.
- ▶ Author of H.R. 1725, a bill to transfer BLM land located along the Galesville Reservoir in southern Douglas County, Oregon to the county for development as a public campground. The legislation was signed into law on November 6, 2000.
- ▶ Author of legislation, H.R.4189, to authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD). The legislation would allow qualifying U.S. shipyards to scrap its obsolete vessels, rather than sending them overseas where they are scrapped in extremely dangerous conditions. The bill overrides MARAD's statutory obligation to sell its obsolete vessels, by acknowledging that to scrap vessels in an environmentally responsible manner will require funding. The bill was the subject of a House Coast Guard and Maritime Administration Subcommittee hearing on May 24, 2000 and legislation to authorize a similar program was included in H.R.4205, the Fiscal Year 2001 Department of Defense Authorization bill, enacted on October 30, 2000. Ten million dollars for the program was included in H.R. 4576, the Department of Defense Appropriations bill for fiscal year 2001, signed into law on August 9, 2000.
- ▶ Secured \$1 million for new runway lighting at the North Bend airport, \$13 million for the Oregon Department of Transportation's backlog of emergency road repairs, and \$1 million for new Lane Transit District buses. This funding was included in the fiscal year 2001 Transportation Appropriations bill, H.R.4475, signed into law on October 23, 2000. In the fiscal year 2000 Transportation Appropriations bill, H.R.2084, signed into law on October 29, 1999, DeFazio secured \$500,000 for track improvements in Linn and Multnomah counties to facilitate implementation of high speed rail.
- ▶ Through his position on the House Transportation and Infrastructure Committee, DeFazio secured authorizations for seven Oregon projects totaling more than \$280 million in the Water Resources Development Acts of 1999 and 2000, S.507 signed into law on July 17, 1999 and S.2796. approved by Congress on November 3, 2000. The projects include:

\$64.7 million for the construction of temperature control towers at Cougar and Blue River Reservoirs. The project is designed to protect threatened fish species by controlling temperature fluctuations caused by dam operations.

\$2.6 million for an environmental restoration project along the Springfield Millrace. The project aims to improve water quality and enhance fish habitat in the millrace and millpond.

\$3 million for an environmental restoration project on the Upper Amazon Creek in Eugene. The project will restore the natural channel of the creek and enhance the stream ecosystem.

Up to \$30 million for non-structural, watershed-based flood control projects on the Willamette River. The project aims to restore the river's natural floodplain to prevent future flood damage and create wetlands habitat for plants and animals, including threatened and endangered fish species.

\$1 million to prevent river bank erosion along the Willamette River at Skinner Butte Park in Eugene.

\$183.6 million to deepen the Columbia River shipping channel. The project will increase the channel depth from 40 feet to 43 feet, enabling larger ships to call on Columbia river ports.

\$2.5 million for an environmental restoration project along the Eugene Millrace.

\$4.6 million for an environmental restoration project on the Central Amazon Creek in Eugene.

\$3.62 million to restore Delta Ponds approximately 200 acres of park and open space owned by the City of Eugene providing potential habitat for aquatic species, including endangered birds and fish and migratory birds.

- ▶ At DeFazio's request, both WRDA bills also continue the operation of the Northwest dredges the *Essayons* and the *Yaquina*. Dredging privatization forces have continually attempted to eliminate these two dredges which serve Northwest ports. These efforts are vigorously opposed by Northwest ports and DeFazio.
- ▶ Secured \$2.35 million for the Port of Port Orford's dock replacement project through an Economic Development Administration grant. DeFazio has been a longtime champion of this project which will support at least 320 jobs and contribute \$6 million annually in economic benefits to this economically depressed community.
- ▶ Founding member of the House "Water Infrastructure Caucus," to address the nation's water infrastructure needs. The goal of the caucus is to enact legislation authorizing federal funding

for communities to build new drinking water and sewage treatment facilities.

In the 105th Congress (1997-1998)

► From his position as a senior member of the House Transportation and Infrastructure Committee, DeFazio fought for an increased federal share of funds for Oregon transportation projects as part of the reauthorization of the \$200 billion federal transportation bill, H.R.2400. His efforts helped secure a 52% increase in funding for Oregon. The legislation also included authorization for additional light rail service in Portland, designation of I-5 as a high priority corridor and a \$1.3 billion increase nationally for the Federal Lands Highways Program. High Priority Corridor designation makes Oregon eligible to receive additional funds for projects along I-5. Oregon is the top beneficiary nationally under the Federal Lands Highways Program because of its high concentration of Forest Service land. The bill was signed into law on June 9, 1998. As part of the 1998 transportation funding package he secured funding for the following projects in his congressional district:

\$10 million to renovate the 1930's era highway bridge crossing the Rogue River in Gold Beach. The renovations will allow continued safe use of the bridge while preserving its historic beauty.

\$10 million to renovate the Albany Train Station. The renovations will improve pedestrian, motor vehicle and bicycle access and allow the station to serve as a Greyhound bus station as well as an Amtrak train station.

\$5.5 million to repair the Coos Bay Rail Bridge. The crumbling bridge is in jeopardy of closing because of safety concerns. Its closure would force more truck traffic onto Highway 101 adding to congestion problems in the Bay Area.

\$3 million for study and design of a new interchange at I-5 and Beltline Road in Springfield. This interchange, with its antiquated clover-leaf design, has outlived its use and is a serious safety hazard.

\$8.8 million for development of Bus Rapid Transit in Lane County.

\$4.5 million for safety improvements to Highway 58 in Lane County.

\$2 million for construction of bike paths in Springfield, Eugene and Cottage Grove, linking existing bike paths to recreation areas and town centers.

\$2 million to renovate the Eugene train station.

► Secured \$2 million in funding for Lane Transit District buses in H.R.2169, the fiscal year 1998 Transportation Appropriations bill, signed into law on October 27, 1997.

In the 104th Congress (1995-1996)

- ▶ Since early in DeFazio's career, Republican and Democratic Administrations have proposed reductions in Coast Guard coverage along Oregon's south coast. DeFazio has been successful in warding off those cuts. In 1995, DeFazio offered an amendment on the floor of the House to maintain small boat lifesaving stations in Bandon and Gold Beach. His amendment failed, but service was restored administratively at his urging.
- ▶ DeFazio offered a successful amendment to the Transportation and Infrastructure Committee's Budget Reconciliation bill to continue federal dredging at ports along Oregon's coast. He prevailed in maintaining West Coast dredging services in the 1996 Water Resources Development Act, H.R. 3592, which also included DeFazio-sponsored provisions providing advance maintenance dredging at Oregon ports and authorizing channel improvements for the Port of Portland and an environmental restoration project on Lower Amazon Creek in Eugene. The bill was enacted into law on October 12, 1999.
- ▶ DeFazio secured funding for important S.W. Oregon projects, including \$2.5 million for the Lane Transit District to complete its downtown Eugene transfer station and \$1 million for further land purchases the West Eugene wetlands project in 1996.

In the 103rd Congress (1993-1994)

- ▶ Secured authorization for \$8.8 million for the Coos Bay channel deepening program included in the Water Resources Development Act of 1994 (WRDA94), H.R.4460, approved by the House of Representatives on October 3, 1994. Ultimately, enactment of WRDA94 was delayed and final authorization for the Coos Bay project was included in the fiscal year 1996 Energy and Water Appropriations bill, H.R.1905, enacted on November 13, 1995).
- ▶ DeFazio secured important federal funding for projects in Oregon, including:
 - Funding to maintain important dredging operations that keep Oregon rivers and harbors open to commercial and recreational traffic.
 - Funding to continue land acquisition for the innovative wetlands project in West Eugene, a national model for urban wetlands protection and restoration.
 - Funding to purchase of land around Tahkenitch Lake in the Oregon Dunes National Recreational Area. Tahkenitch Lake is one of the last undeveloped lakes along the Oregon coast.
 - Priority funding designation for road improvements along Oregon State Highway 138 in Douglas County and U.S. Hwy 101 along the Oregon coast.

Funding to help Lane Transit District construct a new downtown bus transfer station and acquire 23 new buses.

Funding to build a scenic by-way and bicycle route between the towns of Glendale, on Interstate 5, and Powers, about 50-miles away on the Coquille River. The cities of Powers and Glendale developed the project in conjunction with Rural Development Initiatives, Inc.

In the 102nd Congress (1991-1992)

► Using his position on the House Public Works and Transportation Committee, DeFazio fought for a major funding increases in federal highway and mass transit spending in the omnibus surface transportation bill, including more than \$2 billion for projects in Oregon. The legislation, H.R.2950, the “Intermodal Surface Transportation Efficiency Act” (ISTEA) was signed into law on December 18, 1991. Oregon projects in the bill include:

\$515 million for construction of the Westside Light Rail project.

\$23.7 million for reconstruction of the Ferry Street Bridge in Eugene.

\$6 million for a bypass on Interstate-5 at Salem.

\$14.2 million to widen 2.7 miles on U.S. Highway 26.

\$2.1 million to construct a railroad bridge near the Port of Portland.

► Also included in ISTEA, were provisions similar to those in legislation authored by DeFazio, H.R.2869, to allow highway trust fund money to be used for bike and pedestrian facilities. The legislation also promotes bike safety, requires that each state establish a bike coordinator and require bike and pedestrian needs to be considered in state transportation plans. DeFazio also founded the “Congressional Bicycle Working Group,” in 1991.

In the 101st Congress (1989-1990)

► As part of H.R. 5314, the 1990 Water Resources Development Act (WRDA90), DeFazio secured language declaring dam operation and maintenance federal responsibilities. In 1990, the Army Corps of Engineers attempted to contract out much of the operations and maintenance of these dams, over the strong opposition of the region’s legislators who argued that efficient operation of dams in the Northwest was vital to the region’s economy. Studies of similar actions done at other facilities showed that the little cost savings that resulted from contracting out maintenance was far outweighed by the losses associated from the lack of reliable, quality service. DeFazio successfully argued that federal taxpayers have billions of dollars invested in these projects and it is important that they be maintained and operated

properly. As a result, WRDA90, enacted on November 28, 1990, expressly prohibits the Corps from contracting out any dam operations and maintenance.

▶ DeFazio was able to jump-start these Oregon projects:

Priority designation and funding for an outpatient clinic to serve veterans on Oregon's south coast. The clinic was completed in 1991.

Priority designation for a runway extension at Eugene's Mahlon Sweet airport.

Funding for a pilot program at the U of O to design energy efficient prefabricated housing. The program is one of the only ones of its kind in the nation and offers an opportunity to develop a new local industrialized housing industry.

In the 100th Congress (1987-1988)

▶ DeFazio was able to obtain funding for these important Oregon projects:

\$2 million for site analysis and design work aimed at replacing the Ferry Street Bridge. The funds were included in H.R.2, the Highway Trust Fund Reauthorization Act of 1987, enacted on April 2, 1987.

Priority designation for the North Bend Airport, allowing the airport to successfully compete for \$2.65 million in federal grants for a much needed runway extension.

Priority designation for the aging South Slough Bridge in Charleston. The bridge was one of only three in the nation to receive the designation in the Fiscal Year 1989 Transportation Appropriations Bill.

\$330,000 in the Bureau of Land Management's 1988 appropriation for the construction of the Dean Creek Elk Viewing Site near Reedsport.

Authorization for a \$600,000 study of the Willamette River Basin. The study will help alleviate low-water problems at Fern Ridge Reservoir and will help improve the management of the basin's 12 other federally-owned reservoirs. No study has been conducted since 1938.